



Southeast Uplift  
3534 SE Main St  
Portland, OR 97214  
p: 503 232-0010  
www.seuplift.org

March 18, 2016

Planning and Sustainability Commission  
1900 SW 4th Ave.  
Suite 7100  
Portland, OR 97201

Re: Stage 2 TSP testimony

Dear Planning and Sustainability Commission:

On behalf of the Southeast Uplift board I would like to submit the following testimony regarding the Stage 2 TSP Update.

In Section 4.11: Glossary of Transportation Terms, we request that the definition for “high-capacity transit” be changed to the following:

"High-capacity transit is public transit that maximizes an exclusive right of way, and minimizes the non-exclusive right of way. Vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High-capacity transit can be provided by a variety of vehicle types including light rail, commuter rail, streetcar, and bus."

This would be a change to the current first sentence of the definition, “High-capacity transit is public transit that has an exclusive right of way, a non-exclusive right of way, or a combination of both.”

***Uplifting community advocacy since 1968.***

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell  
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond  
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

This definition revision request arises out of concerns regarding the viability of current and future transit projects as our population increases and our streets become more crowded. Ability to bypass on-street traffic congestion, particularly during peak hours, should be a defining feature of high-capacity transit. This is best achieved through infrastructure that gives priority to the transit system in question, in other words, maximizes exclusive right of way and minimizes non-exclusive right-of-way. We believe this distinction between transit that can and cannot bypass congestion to be particularly crucial as TriMet explores the introduction of bus rapid transit into our public transportation system. This is not to say that we do not support transit that lacks dedicated right-of-way, but that we think such systems should not be labeled “high-capacity transit.”

Sincerely,



Robert McCullough  
President  
Southeast Uplift

CC:  
Commissioner Steve Novick  
Director Leah Treat

***Uplifting community advocacy since 1968.***

Ardenwald-Johnson Creek • Brentwood-Darlington • Brooklyn • Buckman • Creston-Kenilworth • Eastmoreland • Foster-Powell  
Hosford-Abernethy • Kerns • Laurelhurst • Montavilla • Mt. Scott-Arleta • Mt. Tabor • North Tabor • Reed • Richmond  
Sellwood-Moreland • South Tabor • Sunnyside • Woodstock

